asked for more time for Mr. Daniels, one of those supporting it, Mr. Maguire interposed, saying: "Every man from the Pa-cific coast has been shut out of the general ebate and there can be no extensions in favor of the bill."

"If there has been any 'shutting out,' " responded Mr. Hepburn, "it' was at the elections, and not here." Mr. Daniel argued that the settlement hould be made now and not left as a

egacy to the next administration. Mr. Grosvenor sald the bill probably gave the best means of closing the protracted contest and protecting the government. Mr. Dockery urged that Congress had not been given the full financial statement as to this settlement which would warrant its Arnold said that unless the settle-

ment was made the next administration would be compelled either to issue \$50,000 - 1 600 bonds to pay off mortgages or else throw up all its liens. Mr. Hilborn contended that in the pending proposition an old overland branch of

the Central Pacific now abandoned was included instead of the new branch. He also insisted that a ferry, which was included as a valuable effect, was in fact disposed of by the road. Mr. Powers disputed the correctness of Mr. Hilborn's statement and said no sales such as indicated had been TWO SUBSTITUTES.

At this point the two substitute propositions of Mr. Harrison, of Alabama, and Mr. Bell, of Colorado, were submitted. The features of these substitutes have been heretofore outlined.

Mr. Henderson said he tried to view the though his interest were involved. He believed foreclosure means complete loss of the government debt, while compromise on the lines of the bill gave the hope of saving all, or most all, of the debt. Mr. Maguire denounced the pending meas-

ure as the worst one on this subject ever presented to Congress. It was far worse, he said, than the Reilly bill, which the House defeated two years ago. Mr. Lachlan opposed the bill as wholly nadequate to protect the government. Mr. Bartlett characterized the bill as the

worst, most reckless, most improvident ever presented on this subject. Mr. Cannon, of Illinois, said that from a business standpoint the measure offered means of protecting the government to

the greatest extent possible

Mr. Watson, of Ohio, and Mr. Kyle, of issippi, spoke for the bill. Mr. Grout disclosed in his remarks a difterence of opinion between himself and his Vermont associate in charge of the bill. He reviewed the alleged irregularities of management and the extent of the profits made by individuals. He dissented also from the view that the government would be foreclosed out of its liens if this settlement were not made, declaring that it was not lawful to prosecute a foreclosure as against the national government.

Mr. Perkins announced that he would not press his amendment as to the Sloux City and Pacific line, as the committee was deaf to amendments. Mr. Boderick offered an amendment ex-

through the Delaware and Pottawatomie Indian reservations in Kansas. Mr. Faris, in supporting the bill, said wholesome sentiments could not be expected from the California delegation, when every man in it took his political life in his hands if he supported any plan for set-

tinguishing the Union Pacific's right of way

Mr. Barham urged that the bill did not give the government additional liens on the terminals, as the Thurman act already minals. He presented a telegram from Governor Budd, of California, giving the text of the resolution against the funding bill passed by the Legislature of California

AMENDMENTS AGREED TO. Mr. Parker offered an amendment enlarging the description of the property requiring the assent of the secretary of the roads under the bill. The Parker amendment was adopted-52 to 36.

The Broderick amendment relating to the Delaware and Pottawatomie Indian reservations in Kansas was accepted by Mr. Powers and agreed to.

Mr. Cook urged that the whole matter should be referred back to the committee on Pacific railroads, as the members were not ready to vote intelligently. Mr. Northway declared, amid applause

that the United States should stand on its rights and force a settlement even if it resulted in a pecuniary loss. Mr. Northway offered an amendment to the Harrison substitute. It proposes a commission of three members, one member to be named by the secretary of the interior, one by the secretary of the treasury and one by the attorneg general. The commission is empowered to make a complete settlement with the roads and on the approval of this settlement by the President it shall become binding. The commissioners are to receive \$30 per day for their services Mr. Hubbard closed the debate for the

He said the opposition did not stand against a settlement; it desired a settlement, but it wanted one that would pretect the government. He denied that the failure to pass this bill would compel the government to issue bonds to pay off liens. The sinking fund now on hand, he said, would go far to meet these liens. The plea that the question should not be left as a legacy to the next administration was characterized by Mr. Hubbard as a "club" to force the measure through. The coming administration would be able to deal with the question with better information than that possessed by the House to-day. Mr. Grosvenor closed the debate in favor of the bill. He said this proposition was as fair a one as could be proposed; such was the judgment of the best-informed experts in the country. This agitation should not be continued any longer in the interest of California polities. The path of duty was the one marked out by the committee. In the twenty seconds remaining Mr. Powers said that reports were current that this was the bill of the railrods but he desired to say there was no truth in such statements. The committee had examined all interests and the bill was the result of the committee's best judgment on all facts pre ented. This closed the debate and the bill was laid aside until the final vote is taken on Monday next.

The Senate amendments to the bill amending the navigation laws were nonconcurred in and the bill was sent to conference. Then, at 5 o'clock p. m., the House adjourned.

NEW SYNDICATE.

Bankers Organize for the Protection | near-by town. of the Union Lacific.

NEW YORK, Jan. 9.- The latest developments in regard to Union Pacific affairs is the formation of a new syndicate comprising practically all of the leading banking protection of the property, in the event of of the government to sell the property under foreclosure, subject to the lien of the first mortgage bonds. The protection of the Kansas Pacific is also covered. The capital subscribed aggregates \$40,000,000, and the syndicate operations will, as in the case of the previous \$10,000.000 agreement be controlled by Kuhn, Loeb & Co., Mercantile Trust Company. The original members of the \$10,000,000 syndicate are given the option of raising their subscription pro rata. If the funding bell should not be passed, and if an attempt should be made to forecloise, the syndicate stands ready to buy in the system and may off the government lien. If the funding bill should pass, the syndicate subscriptions will, of course, be largely reduced. No formal limit of time as to the duration of the syndicate agreement has been made, but it is tacitly understood that its operation terminates at the close of the present session of Congress. If no action has been taken one way or the other, in this session, a new agreement will be formed, subject to whatever conditions may then arise. The new syndicate is in the interest of the Union Pacific reorganization committee, which committee recently bought practically all of the bonds sold by the government to pay off the maturing currency sixes.

Movements of Steamers. NEW YORK, Jan. 9 .- Sailed: Manitoba, for London: La Normandie, for Havre; Kaiser Wilhelm II, for Genoa; Furnessia,

SOUTHAMPTON, Jan. 9 .- Sailed: New York, for New York. LIVERPOOL, Jan. 9. - Arrived: Cevic. from New York.

HAVRE, Jan. 9.-Salled: La Bourgogne, for New York. LIVERPOOL, Jan. 9 .- Sailed: Servia, for New York.

Great Is, Art.

Philadelphia Record. Nothing daunts the pictorial daily press to cut in New York on Sunday, yet the cuts showing how the fog-bound steamers in the sound disembarked their passengers. Wonderful are the resources of pictorial

PLAGUE-INFECTED

CHOLERA OR BUBONIC PLAGUE ON A BRITISH TRANSPORT.

Steamship Nubia Quarantined on Arrival at Plymouth-Five Deaths En Route to England.

LONDON, Jan. 9 .- A cholera or bubonic plauge infected ship is now quarantined in English waters. The transport Nubia arrived at Plymouth this morning and reamong the troops on board. The surgeons said the disease was Asiatic cholera, but the rumor is current here to-night that it is none other than the dread bubonic plague. Three British soldiers and two Lascars died while on their way to Plymouth, and others are ill with the disease. The ship will be closely watched while in

Speech by Arthur J. Balfour. MANCHESTER, Eng., Jan. 9 .- Rt. Hon. Arthur J. Balfour, member of Parliament for the east division of Manchester, first lord of the treasury and Conservative leada mass meeting here to-day congratulated his constituents on the great change on the face of public affairs since he addressed them on the same day in 1896, when, he pointed out, the heart of every citizen of the empire was filled with anxiety at the unexpected troubles which at the "twinkling of an eye beset the country from every quarter, the United States, the Transvaal and Germany." Continuing Mr. Balfour said: "I am glad to say that the clouds are

Referring to the insinuation that the Irish political prisoners were released in return for Irish support of the land bill, Mr. Balfour said that the first any member of the Cabinet heard of the matter was the statement of Sir Michael Hicks-Beach, chancellor of the exchequer, announcing their intended release.

Impending Labor Troubles. NEW YORK, Jan. 9 .- The Evening Post's copyrighted London cablegram to-day conemployes. The Great Northern, Great Messrs. Perkins and Morrill spoke in op- Western and Great Eastern tend the superannuation fund system and establish savings banks. The Amalgamated Society of Railway Servants say that this is part of an organized attempt to crush the men's unions, and that the companies would use the fact of the men's savings as a reason for declining to advance the men's

wages, and are opposing the bills through

the labor and other members of parlia-

ment. The miners' federation this week

demanded better protection for the men

in the mines. They say that a thousand

persons are killed and 25,000 injured in

British mines every year. They demand

a government inspector for every ten

thousand workers.

Lord Penryhm Criticised Again. NEW YORK, Jan. 9 .- The Evening Post's London letter says: Lord Penryhm seems destined by his high-handed treatment of his Welsh quarrymen to do for English employers what Lord Clanricarde has done for all his fellow-landlords in Ireland, who protest that the rent reductions of the land courts are driving them into bankruptcy. The Chronicle fund to help the quarrymen fight for the right to combine includes contributions from Privy Councillors Sir George Trevelyan, Sir Thomas Ackland and Sir Charles Dilke, The miners, engineers and other trades unions are making weekly grants. Canon Scott Holland, a high church dignitary, declares that property is only held on the condition that it does not arrive at such an issue. Rev. Dr. Parker says that the very solemn question is

human beings. Russians in Corea.

raised whether one man should have the

power of life and death over ten thousand

SAN FRANCISCO, Jan. 9 .- A correspondent of the North China Daily News says: Russia is gradually securing a firm foothold future), who occupy quarters within the inclosure of the new palace. These are to act as a sort of bodyguard to the King, who will doubtless soon leave the Russian legation and occupy the newly-built palace in the foreign settlement of the capital. Rusone of which is the cutting of timber in the north and on Daglet island, off the east coast of Corea.

Senator Wolcott in England.

LONDON, Jan. 9 .- The Cunard line steamship Campania, which arrived at Liverpool to-day, after leaving New York on all the way over. Senator Edward O. Wolcott, of Colorado, who is understood to be visiting Europe in the interest of bimetallism, was in good health when he landed. He read with interest the dispatches from the United States during the week, but he refused to say anything except that the work he had in hand lies chiefly in London. The Speaker, commenting on the mission of the senator, says that nothing is likely to result from it.

Train Wrecked by Rebels. SEATTLE, Wash., Jan. 9.-Advices per

steamship Aganpathus concerning the Philippine islands rebellion report the wrecking by the rebels of a train at San Marcos, near Manilla. The rails were loosened for a distance of twenty meters, throwing the enmeat. About one thousand rebels appeared on the scene and made prisoners of the trainmen and passengers and took possession of the mails and freight. While the train was being wrecked and plundered another band of rebels set fire to Calumpit, a

Mazhar Bey Acquitted.

CONSTANTINOPLE, Jan. 9.-Advices received here from Marash announce that with being responsible for the murder of Father Salvatore, an Italian priest, at the convent of Jenidjekle, at Marash, has been acquitted. But the Sultan, at the instance of the French and Italian embassadors, the funding bill, or a decision on the part | who insist upon the Bey's punishment, has ordered a new trial.

Cable Notes.

There were two earthquake shocks at were accompanied by a loud rumbling and | newspaper. many houses were shaken. At a meeting of the Royal Astronomical

Society, held in London Friday night, Professor E. E. Barnard, of Yerker Observatory, was awarded the society's gold medal. The Argentine Republic Senate has adopted a scheme providing for the issuance of \$10,000,000 of cedulas for the purpose of advancing loans and promoting dian border.

Splendid rains have fallen throughout the British colony of Victoria. The recent hurricane which swept over Port Darwin did immense damage. Many luggers are missing and numbers of colored people were

A ZULU WAR DANCE.

Contests Fully as Exciting as a Game of College Football.

Poultney Bigelow, in Harper's Magazine. When the principal favorites had danced themselves into apparent helplessness the leaders drew the whole body of blacks off into two camps, about one hundred yards apart. Now commenced a war-dance of even more violent character than the first, for it was proposed that there should be a mimic battle here on the spot. The joke was a bit ghastly to me, as I recalled that this same harbor town of Lorenzo Marquez | dead. had been more than once threatened with extinction by possibly the same blacks who to-day were brandishing their clubs in sham war. But it was well done, and better for the fact that every black present threw himself into his part with a fervor that made my illusion almost complete. They approached one another with demonstrations of great hatred; making huge springs into the air, which no doubt were intended by way of intimidation; they sang together the same Zulu war-cry which rang through the ranks of Cete wavo's warriors, and at one time carried disaster among English regulars. There in New York. There was a fog too thick could not have been more than seven hundred in this fight, but with all the Monday morning papers illustrated it with gyrations of their arms and heads and legs and sticks I could have almost sworn that thousands were engaged. The battle looked as though it might

mer. Blows fell with painful suddenness; eyes glared with mock frenzy; passes were made which suggested violent death. Then, while the great body of warriors was engaged in this furious scuffle, one champion would challenge another from the opposite ranks, and the two would engage in a spirited duel, according to the rule of Zulu chivalry, using the righthand stick as a broadsword, and the lefthand one by way of a shield. Their eyes blazed with excitement; the foam dripped from the corners of their voluble lips; their bodies quivered with a frenzy that seemed real, or else it was such a frenzy as only great actors could have simulated The shouts that burst from them and the savagery they were enacting were equally calculated to recall the wrongs they had suffered at the hands of the Portuguese and the wars in which they had shared only a few months gone by. Yet, in the midst of such fury of mind

and action, not once did I see a blow dealt in malfice; not once did I catch a resentful look. Now and then on the naked head came a crack that would have split a cocoa aut; but, so far from evoking angry retaliation, it was met by a grin of good nature and a redoubled zeal in ward-Finally both sides became exhausted in the prolonged conflict, and they retired, as by mutual consent, to rub their sore

limbs and laugh over their little tri-

When they had rested a little they gave us an entercainment that closed and crowned the whole affair. The white overseer knew who among the natives were the champions of Zulu fighting, and he coaxed some of them to challenge the rest to single combat. So we had now some fencing more exciting to watch than even that which we previously witnessed. For in the grand fight the matching was the result of accident and each fought with an eye solely to a general effect. Now, how-ever, the champions were carefully selected, and the duel was watchd by the assembled armies. Nothing on the floor of any fencing club has ever held me so interested as this series of gladiatorial duels on the sandy beach of Delagoa bay. It is difficult to tel what most I admired-the surpassing swordsmanship, or the splendid display of muscular agility, or the exquisite good-breeding of the knights engaged, or the wildly interested ring of spectators; it was all of it admirably strange, single of its kind, and withal typical of the black race

DAVIS'S CAPTOR

before it had been degraded by ill treat-

ONE OF THE SENSATIONAL INCI-DENTS OF THE WAR RECALLED.

Death and Burial of John A. Howard--Ex-Governor Davis, of Garce-Ion Contest Notoriety, Poisoned.

CHICAGO, Jan. 10 .- John A. Howard who, with a detachment of the famous Chicago Board of Trade Battery, captured Jefferson Davis at the close of the war, is dead. He was buried yesterday, the funeral being held at his home, 6836 Wentworth avenue. Less than forty of the 156 who went with him in 1862 are now alive. and most of them surrounded the bier. These men, white-haired, recalled the day when they set out to do battle for the Union, and each of the twenty-seven engagements in which the battery took part was recalled and fought over again in the memory of

Mr. Howard was a sergeant, and only week ago these comrades had gathered with him at their annual banquet at the remarked that he expected to be the last of them to lay aside the armor. Instead he was the first. Tuesday afternoon he returned home from business apparently well and in good spirits. As he stepped upon the porch he noticed that it needed sweeping and went inside to get a broom. That was the last time he was seen alive. At o'clock Miss Ann Seymour, who resides at Mr. Howard's home, noticing that he was rather long in sweeping the porch, came there, face downward, his hat still upon his head, she found him-dead. Medical aid was at once summoned, but it was too late. He had swept only the top step when leath came upon him in the form of a stroke of apoplexy. His burial was conducted by the Waubansia Masonic Lodge. No. 160, of which he was a member of old standing, and his body was laid away in Oakwoods.

for nearly forty years, and for many years had been a United States express messenger. He was born in New York city in 1830, and during the greater part of his life was a man of unusual activity. In August, 1862, when the Chicago Board of Trade issued a call for recruits for the war, he was one of the first to respond, and he was not discharged until peace was declared, in 1865. It was his detachment battery that captured Jefin Erwin ferson Davis county Georgia, and while the President of the Confederacy was under surrender he and Mr. Howard became acquainted, and President Davis, as a mark of his regard, gave him a beautiful meerschaum plpe, together with a collection of gold coins, all of which Mr. Howard retained until his death. On account of his services in the war he was made an honorary member of the Board of Trade, a title which he always Though injured in the highly esteemed. service, he would never accept a pension from the government. Of the 156 who entered the war with him under the Board of Trade call only seventy survived the war, and of those nearly one-half are now dead.

Daniel F. Davis.

BANGOR, Me., Jan. 9.—Daniel F. Davis, ex-Governor of Maine, and one of the central figures in the famous Davis-Garcelon contest of 1879-80, died early to-day, as the result of taking an overdose of morphine. gine and four coaches down an embank- It was given out at first that death was caused by heart disease, but late this afternoon it became known that this was not the cause. While there is a theory of suicide to-night, no actual facts could be found to substantiate it. Mr. Davis carried a \$10,000 insurance policy. Mr. Davis was fifty-two years of age. He was elected Governor on the Republican ticket in 1880 and served for one term. He was a member of the Penobscot bar and participated in some of the hardest-fought pattles of the war.

Dennis B. Cashman. BOSTON, Jan. 9.-Dennis B. Cashman, a colaborer in the Irish cause with the late John Boyle O'Reilly, is dead. Cashman and O'Reilly together were sentenced to the British penal colony in Australia in the early sixties. Cashman made his escape about two years after O'Reilly had gained his freedom. He came to Boston and was Christianstadt yesterday morning. They associated with O'Reilly on the latter's

Rev. George Waugh.

BOSTON, Jan. 9.-Rev. George Waugh,

well-known as an Abolitionist and temperance reformer, died to-day. Mr. Waugh was more than ninety years old. During the campaign against slavery he assisted many negro refugees to cross the Cana-Rev. Dr. John Scott.

MONTICELLO, N. Y., Jan. 9.-The Rev. Dr. John Scott, a Presbyterian minister here, has died. Dr. Scott held many prominent pastorates, among others at Detroit,

Mich., and Lebanon, O. He was about seventy years old. Benjamin S. Calef. BOSTON, Jan. 9 .- Major Benjamin S. Calef, the manager of the Boston branch of the Manhattan Life Insurance Company of

New York, died suddenly to-day of heart One of the Oldest Odd Fellows. ST. LOUIS, Jan. 9.-After an illness of three days Mr. John T. Dowdall, of this city, the oldest Odd Fellow in Missouri and the second oldest in the United States, is

No Fear of the Wine Cup.

Chicago Record. "Harry," she said, reproachfully, "Well?" he returned, apprehensively, for there was that in her tone that made him fear the worst. "It is evident from your breath," sh

went on, "that you have been drinking." "Well?" he said again, for want of somehing better to say. "When a mere girl," she explained regretfully. "I made a solemn vow that lips that touched wine should never touch mine." "Oh, is that all?" he said, with evident relief. "If you were a little more conversant with the price of things in that line and with the details of my salary you wouldn't hesitate a moment on account of that vow. But it's mighty lucky that you have furnished inspiration to a Zulu Ho- d'dn't include anything but wine in it,"

ORIGINAL POSITION OF THE ARMS OF FAMOUS DE MILO STATUE.

A Vivid Light Newly Thrown On the Mystery of This Lovely Creat-

ure of Sculpture.

New York Herald. There has always been considerable controversy over the actual original condition of the world-famed statue in the Louvre, the Venus de Milo. Who was its author? At what period was it conceived? And what was the position of those missing arms? M. Marcelles, in 1854, remarked; "It will not be very long before there is no one living who will be capable of lifting the mist of mystery which enshrouds

the origin of the Venus de Milo." In this statement he was mistaken. The very seemingly impenetrable mystery which enshrouded this goddess but whetted the impatience of the archaeologists to unravel it. In 1874, just twenty years after M. Marcelles had spoken these words, a manuscript report was discovered by M. Jean Aicard, over the signature of one Dumont d'Urville, written at Milo April 16,

D'Urville claimed to have been one of the first to see the treasure. He was at that time only an ensign on board La Chevrette, a French naval vessel. In this repert, addressed to his commandant, he relates the details of the discovery, which, according to him, was made at the end of the month of March, and he adds:

"She (the statue) represents a nude woman; her left hand is uplifted, and holds an apple; the right grasps a mantle, which is draped in graceful folds around the hips and falls to the feet, but, unfortunately, both the arms have been mutilated and are actually detached from the body."

Several foot notes by Lieutenant Matterer, another officer of the Chevrette, were added to this manuscript.

"When M. d'Urville and myself," he writes, "first saw the statue the left arm was still attached to the body. The right was still almost perfect. The hand was uplifted and held an apple. If M. d'Urville called this antique statue Venus Victrix it was because she was holding the apple in her left hand. Had both arms been broken I do not think this idea would have oc-

According to M. Matterer, Dumont d'Urville has misrepresented the truth a little in his official report. One naturally asks what could have been his object? This object was explained later in a memoir written by M. Matterer, in 1858, sixteen years after the death of his illustrious friend. Dumont d'Urville had been obliged to make an official statement which could be used as a safeguard against certain possibilities. As every one knows, the Milo statue was purchased by M. De Marcelles for the Marquise de Riviere, then French embassador at Constantinople, and was shipped on board the gunboat Estafette. This acquisition and embarkment met with many more difficulties than were given out to the public at that time. For instance, there was considerable haggling over the price with the peasant whose spade had discovered the treasure, a very warm dispute with an Armenian priest and much red tape with the Pinnates of the island. THE STATUE MUTILATED.

The truth, learned later by an admission made by M. Brest, vice sonsul of France at Milo, and by the revelations of M. Matterer still later, was that fearing to lose the precious treasure on account of all the obstacles placed in their way the officers of the Estafette decided-encouraged, perhaps, by M. De Marcelles-to carry the statute "Then ensued a regular battle," relates

M. De Brest, "between the Grecian and Turkish sailors and the Frenchmen, and it the statute was mutilated.' At that time diplomatic incidents were not so easily managed as at the present keep this squabble secret, not only to save

The most important thing was to the sailors from blame, who had only sinned in their excess of zeal, but also to save M. De Marcelles from the accusation of vandalism. It was, therefore, decided that the Venus of Milo must be represented to the world as having been discovered by the peasant Gorgos as incomplete and mutilated as she was when given into charge of the officers of the Estafette, and later those of the Lionne, upon which ship she was transported to Marseilles. The order was given out that a mistake and been made by those who had described

having seen the arms on the statue, and all individual descriptions and official reports were in future made out to that effect. These official documents, however, failed to modify the opinion of those who had een the statue intact, or very nearly so, and when, in 1893, M. Henri Rochefort, who was entirely unacquainted with the text of Mr. Dumont a'Urville's report, or of M Matterer's memoirs, came into the question through a letter written by him and published in L'Art Français, in which he related some family legends on the subject, his revelations fell in the midst of the archaeologists like a stone in the middle of a pond full of frogs. M. De Saint-Maur had been the brother-in-law of the Marquis De | The Decorations She Fancies, as Seen Riviere before marrying the writer's aunt, and Henri de Rochefort had heard his uncle relate time and time again the incident relating to the statue being offered by M.

'an apple in one hand, the apple which has just been given her by Paris, and with the other she is slightly lifting her robe.' Not long ago a letter was received from a naval officer which is almost like a voice from the dead. Here it is: Messieurs-I have just learned by chance of the scientific discussions which have been going on for the past few years on the subject of the Venus de Milo, and of which I was in entire ignorance, owing to a fifteen years' absence from Europe, I claim for the squadron of the Levant. commanded by M. Le Baron des Rotours, the honor of having been the first to see. in the month of March, 1820, the celebrated Venus de Milo, with her arms. "This squadron was composed of

cruiser Esperance, commanded by Des Rotours, captain of the vessel; the gunboat Estafette, commanded by Robert, and the ransport Licnne, commanded by Duval

HAD ARMS WHEN FOUND. "If you will now have the kindness to glance over the maritime notes attached to my father's log book you may decide that they bring a new element to the problem of the origin of the Venus de Milo. He formally and definitely states the condition in which she was found. As to the manner in which she was carried away my father been present. But I have often heard him repeat from hearsay the details of the great difficulty of transporting the marble to the seashore, that this operation was effected by means of ropes, and that they

"I remain, gentlemen, etc., "MARQUIS DE TROGOFF-LAVAUX." The following is the text of the marginal notes written day by day by the young midshipman, De Trogoff: "During our anchorage at Milo (from the 4th to the 11th of March, 1820, according to the log book) a young Greek peasant working in his field one day found that his spade met with a very unusual resistance. Pulling it out he d scovered what ooked like a vault. Piqued by curiosity and also in hopes of making some precious discovery, he dug species of niche. At last, after infinite trouble, he happened accidentally upon the

to his great astonishment a magnificent

statue, having two white ants on either

were obliged to work secretly and at night,

as the Turks had forbidden the sale of

objects of art to strangers.

"She was in a condition of good preservation. In one of her hands she held an apple, a fact which led him to suppose that she was the goddess of the Island-as the word 'melos' in Greek signifies apple-but she could just as easily have been taken for a Venus. She is of marvelous beauty, the draperies being specially admirable.' The author of these lines, a nephew of the dmiral of the same name, was himself a orilliant naval officer. A graduate of the Naval School and then of Augopleme, he gained great honors for his bravery at Navarin and Salamine. After the revolution of 1830 he sent in his resignation from ac-

His testimony in the question of the Venus de Milo is absolutely disinterested.

He simply wrote these daily notes for his own pleasure and perhaps because it was his duty to correct his daily observations, and they are simply what he heard and

what he saw on the subject. M. De Trogoff's story, which is absolutely trustworthy, settles and fixes two points in this historical controversy-first, that it was in March, 1829, from tire 4th to the 11th, and not on the 8th of April, as has was found; second, that both arms were intact and the Venus held an apple in one

of her hands. THE EXPERTS VANQUISHED. It is very improbable, however, that the archaeologists will confess themselves vanquished. For nearly twenty years they have been promulgating systems without giving a thought to the witnesses who might overthrow them. The different attempts made toward the restoration o. this Venus de Milo offers some very amusing incidents. Fortunately, from the very beginning there was so much disagreement among the archaeologists that Louis XIII, finding himself in an embarrassing position when the Marquis de Riviere brought the marble to Paris, ordered the statue sent to the Louvre for public exhibition as it was

Being deterred by the royal decision from trifling with the original marble, the archaeologists called for competitive designs showing how Venus probably looked before her mutilation, and this was fol-lowed by a myriad of fantastic and ingenious interpretations. The following are a few out of a vast number:
Messrs. Millingen, John, Welker and Puller represent Venus as holding Mars's

Mr. Braun and Wittig put the shield on According to Mr. Rydberg she holds a shield upon which is engraved an inscription commemorating the victory of the Greeks over the Persians. Mr. Stillman, of the Century Magazine,

who has studied the subject very carefully, poses a striking figure, that of Victory, who has finished tracing an inscription on a tablet. Mr. Bell, an English sculptor, gives us a

Venus holding a crown of laurel in each In 1873 an anonymous sculptor exhibited at Vienna a Venus making her toilet. According to Mr. Furtwaengler, Venus is leaning on a column, the left hand holding

Mr. Felix Ravaisson, who seems to look upon himself as an authority upon the subject, has decided that the Milo statue is a reproduction, executed in the time of Alexander, of a model created in Athens in the ing into Elysian bliss the heroic founder of Athens, Theseus.

without doubt the work of Cephisodate and Timarque, two sons of Praxiteles. Mr. Tarral, an Englishman living in Paris, and M. Goeler Von Ravensburg have accepted Mr. Dumont d'Urville's description of the goddess when first found at Milo, and which has been so completely corroborated by the young midshipman's log book. The work of restoration proposed by Mr. Tarral is the most characteristic of all the models so far offered, and seems to she seems to have been when she left the hands of her creator, and such she certain-

WOMEN'S BICYCLE RACE.

y was when the peasant of Milo found her

in his field and showed her to the officers

Close of the Six-Day Contest Marked by an Accident.

of the French squadron.

CLEVELAND, O., Jan. 9.-The close of the six-day bicycle race for women this dent which resulted in the severe injury of Miss Amy Kalgren, one of the contestants. Dottie Farnsworth, who was riding at a furious pace, threw up her arms and appeared to be about to fall from her wheel. Miss Kalgren, who was riding directly behind Miss Farnsworth, attempted to stop and go to the latter's assistance. As she | vania or Connellsville coke. dismounted she was struck by the wheel of Miss Tillie Anderson, and thrown violently to the floor, the wheel passing over her. She was carried from the track and lay unconscious for some time, but finally recovered and was able to walk. Miss Anderson's wheel was smashed, but she at once mounted a new one and proceeded

around the course. There were many lively spurts in tonight's race, the greatest being that of Miss Anderson when she was trying to gain a lap on Miss Farnsworth at the time the accident occurred. Miss Anderson was first at the finish by a length. Miss Farnsworth second, Miss Brown third and Miss Keyes fourth. The score at the close was as follows: Anderson, 229 miles 9 laps; Farnsworth, 229 miles 8 laps; Keyes, 227 miles 11 laps; Brown, 227 miles 11 laps; Allen, 223 miles 7 laps; Kalgren, 214 miles 11 laps, After a long consultation among the officials it was declared that there had been no race, because Miss Farnsworth had been blocked by foul riding. Miss Anderson has challenged Miss Farnsworth to a match race next week and the challenge has been

Twelve-Round Boxing Contest.

NEW YORK, Jan. J .- At the Polo Athetic Club to-night "Mysterious Billy" Smith, of Boston, and Con Boyle, of Chicago, boxed a twelve-round draw. Smith outfought Doyle at all points during the first en rounds, but during the last two rounds the Chicago boy sailed in and handled himself so cleverly that the referee called the

bout a draw. MELBA AT HOME.

in Her Apartments.

Pearson's Weekly. Melba is at home only about seven weeks in the year, but she keeps here elegant "She holds," he had said to M. De Riviere, apartments in Paris the year round, and finds no headquarters on earth to equal No. 9 Rue de Prony. There it is her delight to rest, to look over her beautiful new dresses (and those with association laden, but not so fresh), to visit her boy-her big, bouncing boy of twelve, who comes from London with his tutor-and to study up her points of triumph for the coming season. It is interesting to try to conjecture a woman's appearance from the dominating colors of her room. No one would ever expect a brunette mistress to enter among the blue-laden glintings of Sybil Sanderson's boudoir. Mrs. Langtry loves Nile green: Patti, rose: Calve, red; Sarah Bernhardt, old gold. Mary Anderson is one of the most liberated of her sex in regard to color, being bound rather by the form of her surroundings, and loving a pillar better

than either mauve or violet. Old rose and olive bathe the suite apartments where the brunette Australian prima donna "rests." These two tints predominate in carpets, curtain, drapery, cushions, frame and tassel. Where the gracious gleams are not, they seem to be from association, so tastefully arranged are the places, for household decoration is one of

Melba's fads. The style of her apartments is wholly Marie Antoniette and Josephine. Gilt frames, Directoire upholstery, bandy-legged tables, inlaid cabinets-all are modeled after the taste of the times of the Folly Queen who mislaid her destiny, and says nothing, as he could not, not having of the Man of Europe, who created his. A taste that is foreign to France is shown in the presence of complete carpets all over the house and the absence of the customary waxed polish that makes most French floors like skating rinks. Her sleeping room is as charming a

bower as her salons. The bed is a genuine Marie Antoinette, on which the Queen has actually slept. It stands on a little raised dais. The cover is heavily emoroidered. The dressing table is like that of any dainty lady. Pictures, flowers and portraits of friends are scattered about. Her boy's room, across the hall, is all white and yellow, with books and pictures to suit his taste. Melba has been singing but eight years.

Her maiden name was Mitchell, her father being a Scotchman, her mother of Spanish descent. From the latter she inherited her musical gift, and as a girl she was one of the best planists in Melbourne, her native city. At seventeen she married sorrow and carefully around the object and found a the name of Armstrong. To drown grief she followed the instinct that led her to a public career. Her people, as is usually the opening. Entering hurriedly, he perceived case, were strongly opposed to the step, although now accepting it with the success it has brought. She has three brothers and three sisters.

all clever. One of the boys is going to be a remarkable singer. When her father was appointed a commissioner to one of the London exhibitions he brought the family with him to Europe, and Melba immediately commenced serious study with Marchesi whom she never left for any other teacher, and by whom she swears. "More success is lost for want of common sense than for lack of talent."

wisely says. "One who seeks a public ca-

reer must have common sense and character, or, no matter how much voice she may have, she cannot make progress; not speaking morally, but practically." To learn an opera Melba first engages an accompanist who is a good coach, and

Last Call

been generally believed, that the statue our Great Clearing Sale will end Saturday. Why not save

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pacing the floor. She has a good, certain memory. For her first repertory she She learned ten operas in ten months. mastered "Tannhauser" in five days, but that meant days and nights. She has no favorite role, but becomes imbued with The most expensive stage dress she ever had made was for "Tannhauser." It was | \$ cloth of gold, heavily embroidered, and cost 12,000 francs (£500.) Originally it had a train of about twenty feet long, but this | & she was obliged to have cut, the weight was so fatiguing. Her triumphant career as a prima donna since her debut in Brussels in 1888 is known

OFFERED A BIG BONUS.

to all lovers of music.

Pennsylvania Mill Workers to Build a Steel Plant on Puget Sound.

BRADDOCK, Pa., Jan. 9.-Mill workers at the Carnegie plant here and at Hometime of Pericles, the reproduction and the at the Carnegie plant here and at Home-original showing the Venus Urania welcom- stead, Duquesne and Pittsburg and employes of the Westinghouse works at Tuttle creek and Wilmerdine are forming a joint The fact that the statue is sculptured out of two pieces of marble has drawn forth stock company to build a \$2,000,000 iron was broken off at the wrist, but the left the conclusion from Mr. Saloman that it is and steel plant at Port Angeles, on Puget sound. The company has been incorporated under the Washington laws. | \$ The officers are George M. Ninon, of Braddock, president; Thomas Murphy, of Pittsburg, vice president; M. E. George, Braddock, secretary; William J. Weissel, Allegheny City, treasurer. Twelve hundred prominent mill workers of this section have come nearer the truth of the original. Such | in the past fortnight subscribed for about \$1,000,000 worth of stock. 'he plant will employ 2,000 men and will cover thirty acres of ground. The work on the mill building | Women's 39c Overgaiters 22c will be started in April, and the subscription books will remain open until that

The company has been given great inducements to locate at Port Angeles. Eighty acres of land for the manufacturing site and two hundred acres for a town site, with five hundred feet of wharfage on Puget sound and railroad rights of way to the wharves, with water power and the necessary rights of way for proper development compose the bonus. steel plant will include a blast furnace of three hundred tons, thirty open-hearth furnaces, bloom and billet mill, rod, bar, wire and nail sheet and tin-plate mills, foundry, machine shops and blacksmith and Shoe. boiler shops. The company holds six hundred acres of iron-ore land of 69 per cent. pure iron and one thousand acres of coal land that makes coke equal to Pennsyl-

THE TRAIN DISPATCHER. A Post of Great Importance, Involving the Safety of Thousands.

In an interview with R. C. Morrison, the chief train dispatcher of the L. & N. Railroad, a reporter learned that a train sheet is always kept in the office properly ruled and lined to give the number of each train, and of the engines drawing it, the names of the engineer and conductor, the number of cars in the train, the names of the stations on the division in their order from the terminal point, their distances from the latter and distances apart; beside such other data as will enable the train dispatcher to estimate the probable distance the train will make in a given time.

"How do you make this estimate?" "Well, to begin with, at least once month, often more frequently, I go over the division, familiarizing myself with the readbed, its physical features, and so on; so, when I hear of a train's being at a given station, I know exactly what she has got in front of her.

You mean the grade? "Yes, and where the turnouts are and all other characteristic physical points. "You run no risks?" "No. There is too much at stake:

is better for a train to be a trifle late than to hazard anything. If I think a train can not reach the refuge of a switch long enough to hold her cars before an oncoming train gets to that point, it would be criminal in me to let her start. "But don't you keep things on the

"Yes, consistent with safety." "What is the greatest trouble you meet with, Mr. Morrison, in the handling of "It is forgetfulness of orders sent out from this office; it is the only obstacle in the way of a complete system of train dispatching. The disc largely overcoming this fault; it is not so

common now as is was." "Do you recall a recent accident occurring from this cause?" "Yes; for instance, a conductor and engineer down on the road some time ago got orders to switch at the next station to be out of the way of an oncoming heavy freight. Unfortunately they put their orders in their pockets and forgot them. They passed the station at which they had been ordered to stop, but did not recall the orders until the rumble of the oncoming train reached the engineer's ears and transfixed him. He did reverse his engine, but it was too late. The oncoming train, speeding down grade, caught his engine before it had moved backward twenty feet, and pinned the unfortunate man in his own cab, crushing his life out," There must be some rather dramatic incidents occur in the office?" queried the

Well, I recall one. One Sunday afternoon some time ago I was in the office alone. I was keeping the sheet, recording the train movements as they were reported to me and directing them when to stop and when to move on. I had a passenger train going south down on the road and a section of a freight coming north. The passenger was running on schedule time, which the men manning the freight knew well enough. It was the duty of the freight crew to wait at the station from which it the passenger train and went on from the station. As soon as the operator reported a mistake had been made. Instantly I ennext station, four miles from the point where the freight should have turned out with both trains speeding on to destruction with no means of stopping them. An awful feeling came over me; the impending collision flashed before me, and I suffered agony. But I could not lose my head. Long before word of the accident reached me] ran over to the wreck alarm over there, pointing to the alarm in question, "and ordered out the wrecking crew to go to the | either side of the waist. scene of the impending casualty. Then I telephoned for physicians, for medicines, whisky, etc., and before the news of the accident reached this office I had wrecking train and all these necessaries well on their way to the scene of the wreck

DRESSY ACCESSORIES.

Collars, Collarettes and Trimmings That Add Much to Plain Gowns. New York Ledger.

There is such a profusion of trimming

and fanciful ornamentation seen in the shops and in the most approved costumes that a number of women are turning their attention to dressy accessories as a distinct trade, and some visiting milliners have added the ability to create these dainty confections to their skill as makers of artistic headgear. And now the young woman who comes to make up hats and bonnets is put in charge of ribbons and laces, chiffon and velvet and silk and all of the charming materials that enter into the make-up of these alluring affairs. The lero is, perhaps, the favorite article in this line, and the variety in which this is furnished is a striking evidence of the versa-

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94 pairs Men's best \$5 Patent

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Men's toc Shoe Blacking Women's goc 10-button Gaiters 480 200 pairs of Children's heavy Kangaroo Calf Shoes; former price \$1 and \$1.25, are going at Ladies' Oxford Ties at your own

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it is to be worn only with the dress itself; in the latter it should be made of a material that will harmonize with any and all toilets. Probably the most satisfactory allaround bolero is made of very heavy black satin, embroidered in jet and black silk cord. This can be worn with any costume. and is dressy and becoming. Another pretty model is made of black chiffon upon a firm lining of some fine black fabric, such as bengaline or lusterless silk, with a suitable lining. One of the items of importance is to make the body of the garment firm enough, so that it will neither draw nor wrinkle, as this is fatal to the beauty. Very stout women will find the bolero much becoming if they have it made with darts,

had been molded over the figure. Another way is to fill in the entire front with a full A beautiful model is made of black silk velvet. It is elaborately embroidered in the finest jet and cord silk and has a narrow fringe of fine jet all around the edge. There is a moderately high-flaring rolled-back coliar faced with white satin and covered

and so accurately fitted that the curves

over the bust are as smooth as though they

with puffed chiffon. This chiffon puffing is an important item in all collars of white or light colors. It preserves the freshness of the garment and should be renewed as often as it becomes soiled. Indeed, too much delay in putting in fresh facings of the thin material allows the delicacy of the satin to become clouded, and after a short time the beauty of it is gone and there is no such thing as restoring it.

A stylish waist finish which is much liked by slender ladies is made with short from s and the upper portion folded back to form capa-shaped epaulets which are elaborately embroidered or beaded. A yoke of some plain rich material is preferred with these extra elaborate trimmings A handsome waist garniture is made by fitting a large, square yoke to the figure. covering it with silk, then a puffing or lace

or chiffon. This is carefully sewed down at the edges. The silk lining is put on and outside and lining are over-seamed together very neatly. A frill of chiffon or lace very closely side-plaited is sewed around the edge and falls over the shoulders. A very narrow ruching of the material is placed at the head of the drooping ruffle. There are sleeve caps of the material side-plaited and edged with narrow lace. An arangement of silk, lace and ribbon completes the neck finish. This may be worn with any dress, all that is required being a few small black safety pins to hold it in place. These are attached under the ruffles and do not show. Indeed, if it is properly put on, no one would know that it did not belong permanently to the

niture is made in a somewhat similar fashion as the yoke, but has a front exlast reported to let the passenger pass, but I tending from the sides of the yoke to the unfortunately the freight crew forgot about | belt, continuing down the front of the skirt and ending in deep wide tabs of plaited lace. Another model shows long scarf ends the departure of the train to me I saw that | attached to the front of the yoke. These cross in front, pass under the arms, and deavored to catch the passenger at the tie in a large bow at the back. This design is expressly intended for slight figures, as the crossing of the scarf and its But the passenger had passed. There I was | bulk under the arms apparently increases waist measure, which, for women with full figures, is by no means desirable. Shawl-shaped collarettes of lace are wort for dressy occasions. A square of net is trimmed with lace edging about a finger wide. The edging is put on quite full. The article should be large enough to allow the corners to cross and pin to the belt at

Unknown at Home.

New York Mail and Express. Men prominent in public life sometimes discover that they are least known where they should be. Senator Aldrich tells an amusing anecdote illustrating the vanity of political prominence. The great advocate of protection met on a train the other day an old friend, a man of wealth and social prominence in Rhode Island, who casually asked Mr. Aldrich where he was going. When the senator replied that his destination was Washington, his friend seemed surprised that he was going so far away from the confines of New England. and asked him why. Mr. Aldrich abashed, but he modestly explained that his errand was to try to fill his sent in the United States Senate, to which his con-stituent responded: "Oh yes, you were elected to the Senate, I remember. Who is

Cashier and Auditor Arrested.

the other Seastor from Rhode Island?"

NIAGARA FALLS, N. Y., Jan. 9 .-Charles M. Burlingame, cashler and auditor of the Buffalo & Niagara Falls Electric His testimony in the question of the versa-venus de Milo is absolutely disinterested. With him sings softly through the music He never for a moment thought of attaching any importance to his role in the affair. Words she learns in bed, at lunch, driving, in the distance of the versa-this designers and the ingenuity which enters into their conceptions. The bolero with embezziement. The amount involved is said to be \$2,500.